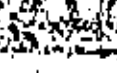


PRICE, \$2 PER MONTH.


50.00442

Steamers.
FOR SINGAPORE, HATRE AND
HAMBURG.
Calling at NAPLES for loading Passengers
of night-line and cargo (if left).
 (Taking cargo at 4 o'clock.)
ANTWERP, AMSTERDAM, ROTTER-
DAM, LISBON, OPORTO, LONDON,
LYVERPOOL AND BREMEN.
 The Steamship
 Captain *Figda*
CAPITAL L. WILHELM, agent.
 will sail on **FRIDAY**, the 1st of October
 at 4 p.m.
 For Steaming has superior Passengers
 for the East and West, and a Passenger
 and carries a Director of the Steamship.
 For Freight or Passage, apply to
 Agents.

SHANGHAI & CO.
Agents.
 Hongkong, November 29, 1894. 1035
 OCEAN STEAMSHIP CO. OF CANADA.
 FOR SHANGHAI.
 The Co's Steamship
Natur.
 Captain Aegle, will be
 despatched on above on
 FRIDAY, the 7th PROXIMO.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
Agents.
 Hongkong, November 29, 1894. 1035
 CHINA NAVIGATION COMPANY,
 LIMITED.
 FOR YOKOHAMA AND KOBE.
 The Steamship

 **Chughta,**
Captain **Issack,** will be
disembarked by above on
MONDAY, the 1st of Decemr.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, November 20, 1864. 1921

Sailing Vessels
FOR NEW YORK.
The 3/4 L. American Ship
Lucy d. Nicols



For Freight, apply to
 STEPHENSON & Co.
 No. 100 New York St. 1894.

PHOTOGRAPH SALINGS FROM HONGKONG.

(Mr. Nagasaki, Kobe, Inland S.S., Yokohama and Hankow)	WEDNESDAY, Dec. 13, at daylight.
(Mr. Nagasaki, Kobe, Inland and Yokohama)	SATURDAY, Dec. 20, at daylight.
(Mr. Nagasaki, Kobe, Inland S.S., Yokohama and Yokohama)	WEDNESDAY, Jan. 16, at daylight.

THE U. S. Mail Steamship CHINA
will be dispatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA, and HONGKONG.

U.S. AIR FORCE
 1. On WEDNESDAY, 12th December,
 2. U-Flight, leaving Vancouver, has at 8:00 a.m.
 3. Japan, the United Kingdom, and Europe.
 4. The flight will take place through the
 5. SOUTHERN SEAS OF ASIA, and will at
 6. 11:00 a.m. arrive at the port of
 7. SINGAPORE, and passing through the
 8. break their journey at any point en route.
 9. Through France, the flight will arrive
 10. at London, and then proceed to the
 11. United States and the
 12. United States of America.
 13. The flight may be obtained on Apple
 14. Island.
 15. Passengers may through Oldsters
 16. PROVE have the chance of the United
 17. States from the office of the United
 18. States Pacific Division, including
 19. SOUTHERN PACIFIC, CENTRAL
 20. PACIFIC, and the
 21. SOUTHERN PACIFIC DIVISION.
 22. The flight will be obtained on Apple
 23. Island.

Passenger holding orders FOR OVERSEAAS CHINESE in the United States have, since Aug. 25, 1902, and Chicago, the only other cities, the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, SANTA FE, DENVER and RIO GRANDE and other lines connecting R. W. ways, and from this point to destination, the choice of direct routes.

Particulars of the various routes can be obtained on application.

Persons of good credit, and class only are granted the privilege of traveling in the first class. Missionaries, members of the Grand Army of the Republic, and members of the Literary, Diplomatic, and Civil Services of the United States, and of the Japanese, European officials in service of China, Japan, and to Government officials and their families.

Through Bills of Lading may be trans-

[illegible]

SUPREME COURT.

IN BANKRUPTCY.
(Before His Honour Mr. E. J. McKenna,
Acting Chief Justice.)
Monday, December 3.

IN RE AMERSON.
Mr. O. D. Wilkinson said he appeared for the plaintiff debtor. His Lordship would remember that he made an interim appointment of Mr. Bruce Shepherd as receiver about a fortnight ago. On that occasion it was stated that the assets of the debtor would amount to about 54 per cent., and Mr. Bruce Shepherd now furnished a report which confirmed that statement. His Lordship said Mr. Bruce Shepherd estimated the total assets at \$800. What are the debts?

Mr. Wilkinson—About 10,000 or \$11,000, I think. There is practically only one creditor who is unsecured.

His Lordship granted a receiving order, and appointed Mr. Bruce Shepherd receiver.

EXPLOSION OF A GUN-POWDER FACTORY IN CANTON.

Intelligence has been received by the Chinese Mail (Wai Tai Yee Po) of an explosion at a gun-powder factory in Canton at 7 a.m. on Saturday last. It will be remembered that after the explosion of the gun-powder factory in Sam Tin Lane last year, the Canton authorities had set up a powder magazine outside the small northern gate of Canton, pretty far removed from the centre of the town, and also a powder factory in the same place. Since then, however, the Chinese and Japanese output of the factory has been very much increased. At 7 o'clock, when some workmen in the factory were preparing to go down on a piece of stone lying at the door, striking a spark which ignited the powder and exploded the factory. Many houses were burnt, and a large number of people were killed. The disaster is not so great as that which occurred last year.

TELEGRAMS.

[Supplied to the "CHINA MAIL."]
(Via Southern Line)

London, December 2, 1894.

ADDITION TO THE JAPANESE NAVY.

The Japanese Government has purchased the Chilean cruiser *Esmeralda*.

COMMERCIAL TREATY BETWEEN JAPAN AND ITALY.

A Commercial Treaty has been signed by Japan and Italy.

THE PRINCE OF WALES IN RUSSIA.

The Prince of Wales and the Duke of York have left St. Petersburg, having been accorded the warmest of farewells by the Czar on their departure. The *Picador* eulogizes the Prince of Wales for the warm sympathy he has shown to Russia on the death of the late Czar, and whilst considering that his visit to St. Petersburg has largely helped to restore cordial relations between Great Britain and Russia, which the formation of a new alliance.

THE CHINA-JAPAN WAR.

CAPTURE OF PORT ARTHUR.
FURTHER DETAILS.
OUR SPECIAL CORRESPONDENT WITNESSED THE BATTLE.

JAPANESE PRISONERS MUTILATED, AND BURNED ALIVE BY CHINESE.
TERRIBLE REVENGE EXERCISED BY THE JAPANESE.

THE TOWN OF PORT ARTHUR EXTERMINATED.
JAPANESE FOREIGN MINISTER DEEPLY REGRETS RETALIATORY MEASURES.

(From the Special War Correspondent.)
HONGKONG via SHANGHAI,
Dec. 1, Evening.

I have just returned to Hongkong from the front at Port Arthur, and have had an interview with Viscount Mutsu, Foreign Minister, who reports that the Japanese have taken the town of Port Arthur. The Chinese related to the last moment, and I over saw Chinese in plain clothes, with concealed arms, ultimately taking part in the fight. Explosive bullets were also found. The Japanese soldiers afterwards reported that the civilians of the place fled upon them from the houses, and therefore the Japanese considered it necessary to show in quarters and to exterminate the inhabitants. Before the firing, the houses were crowded with Japanese prisoners, who were covered in a shocking mutilated condition. Many had been burnt alive by the Chinese. These horrors naturally enraged the allied forces, beyond the control of their officers.

I saw no resistance in the town during the next four days. The Japanese soldiers pillaged the whole town, and killed practically every man in it, but very few women and children (probably unintentionally done). I also interviewed Viscount Mutsu. I saw scores of Chinese prisoners pinched and shot, mutilated and killed, ripped open, disembowelled and disembowelled. Many of the bodies were also partly burnt. Count Mutsu stated that he was intensely surprised and grieved that the Japanese army, which had been hitherto admired by the whole world for its moderation, humanity, and discipline, should have acted to the spirit of the Japanese nation. He was unwilling to believe it possible, and until the detailed official report arrived, it was impossible to express any opinion. Meanwhile the Foreign Minister authorized the statement that he was certain the Government and people of Japan were deeply

grieved to follow the principles of humanity and civilization. He was sincerely confident in the hope that nothing had been done without adequate cause. If offences were proved, it would be premature to state now what steps would be taken. He was as firmly resolved now, as he always had been, to maintain the honour of Japan in every possible way, and to retaliate Chinese slanders. The full official report is expected to reach Headquarters shortly.

So far as I myself am concerned, I am quite satisfied that the Government has no desire to conceal the truth, or to permit credulity of any description, and has no intention to allow its army to equiditate the war in any way like the Chinese.

REPORTED ARMISTICE BETWEEN CHINA AND JAPAN.

PROSPECTS OF PEACE.
SHANGHAI, Dec. 2, 3.30 p.m.

It is reported here that China and Japan have agreed to an armistice, and that there is a prospect of peace being proclaimed.

JAPANESE TRANSPORT BLOWN UP.

THE LAST OF THE OLD "NESTOR."
TOKYO MAIL, AT 7.30.

Nov. 10, 1894.

We have not come to any way yet. We get glimpses, will-the-wisp-like, every now and then, of the ships coming back for more stores, and reporting scraps of details which pass from month to month until they attain fabulous dimensions; but we seem to be lamentably long while coming to the promised land ourselves. Like the Israelites in the wilderness, who were wearied with hearing about the "land flowing with milk and honey" that never seemed to be any nearer, we are impatient for the land flowing with blood and glory. Vexatious delays, all the more vexatious that they are unaccountable, and kind-heartedness carried to extreme lengths, do but irritate when one only wants to hurry forward. Swearing is not prohibited, but there is simply no scope for it. I have already mentioned in previous letters all the troubles and trials we had up to the taking. The next stage was Si-yuen-chang, which I think beats the record for blackness. Chienpu was bad enough; the Tientsin was in some points worse—in point of desolation at any rate; but Si-yuen-chang took the cake—frosted cake, too. There was too in the boats which took all day there was an Arctic wind off shore, a cruel tide all sorts of sea except smooth, and a gradient of 1 inch in a mile from the land to the anchorage, which is only visible by telescope—about five miles off, I think. This is the sort of coast all the way from Tientsin to the Yellow Sea, and it was about midday, the first day (Thursday, 8th Nov.), no boat could be used at all; one was tried, and narrowly escaped total loss, and had to be picked up by another steamer a mile away. Next day it was calmer—the wind was frozen into quiescence probably. So we got ashore and took some house and quarters, and everything was hurried in the most admirable manner. The *Mayaguchi* had some 200 soldiers and a quantity of stores for that station; also 200 soldiers, 700 coolies, and a large cargo of ammunition and other supplies for further on—probably to the Japanese station, rather, though very comfortable under the circumstances, and the Chinese population perfectly friendly; at first they had been frightened away, but they soon found that the Japanese were only hostile to Chinese troops, and willing to be friendly to foreigners. So the prisoners returned, lodged and boarded the steamer, and the Japanese provided accommodation in ten-houses, and stores provisions and worked for them quite eagerly, making more money in a month than ordinarily in a year. The men were not quarantined, and were mostly quartered in tents or sheds, and made themselves wonderfully well at home, all things considered.

While we were looking about and waiting for all details to be arranged, the tide had gone out, leaving from 100 yards to a mile of mud flat between the shore and the landing place. It made it impossible to get to the beach again for several hours. The *Mayaguchi* (formerly P. & O. *Tokoro*, a very fine ship) was to leave in the afternoon if possible, for Tientsin (which had, in the last three days fallen into Japanese hands), and was to transport to her from the *Mayaguchi* the men in this case, most of myself, interpreter, and two or three others, not the soldiers or coolies. While waiting for the turn of the tide, I saw the Red Cross hospital (nurses), large stores and coolies, and military field hospital. The steps from the shore to the water were a series of mud, which was the worst of the world, and the Japanese were not to be trusted in the matter of the country in unlimited quantities, the country is pretty level, dry, and treeless, and the only crops grown to any great extent are beans, barley, and *kao-liang*. My first meal in Manchuria was composed of beans and barley, the former provided by the camp, the latter by the natives. The camp was invited us into their shed, and we had a very pleasant time. Of course I do not mean there was nothing besides the beans to eat; we had a very palatable Japanese dinner afterwards. The beans were a paste made of beans and water, and the barley was a kind of porridge. At 3 p.m. the tide had come up to the landing place, which is a good specimen of the rough-and-ready work done by the Japanese; under shelter of a rocky knoll, a road is carried along an embankment to a wooden jetty with a floating end, the whole being the work of a day or two. It is being extended so that boats may come at any time. Hitherto the natives have contented themselves with ploughing the mud every time their flat-bottomed punts are specially adapted for that, and all available are now hired by the Japanese.

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Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEY & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTI PORTS:
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.
N.B.—Cargo can be taken on through bills
of lading for the principal places in
RUSSIA.

ON MONDAY, the 10th day of Decem-
ber, 1894, at 3 p.m., the Company's
S.S. **SACHSEN**, Captain H. STEINER,
with **MAILS, PASSENGERS, SPOLIE,**
and **CARGO**, will leave this port as above,
calling at NAGASAKI, KOBÉ, and YOKOHAMA.
Shipping Orders will be granted till
noon on Saturday, the 8th December,
Cargo and Special will be received on
board until noon on Monday, the 10th
December, and Parcels will be received at
the Agency's Office until noon on Sunday,
the 9th December. Contents of Packages
are required. No Parcel receipts will be
signed at less than \$2, and Parcels should
not exceed two feet cubic in measure-
ment.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, November 16, 1894. 1850

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATIONS).

Tacoma..... Tuesday, December 11.
Sida..... Tuesday, Jan. 1, 1895.
Victoria..... Tuesday, Jan. 22/95.
Tacoma..... Tuesday, Feb. 26/95.
Sida..... Tuesday, March 19/95.
Victoria..... Tuesday, April 9/95.

THE Steamship **TACOMA**, Captain V.
Parker, sailing at Noon, on TUES-
DAY, the 11th December, will proceed
to VICTORIA, B.C. and TACOMA and
SHANGHAI, INLAND SEA, KOBÉ and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of the Freight Agent
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office with
address marked in full by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARROLL & Co.,
Agents.

Hongkong, November 7, 1894. 1792

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA AND EUROPE,
VIA
THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Dec. 19, at daylight.
Oceania (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Jan. 9, 1895, at daylight.
Gaul (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Jan. 26, 1895, at daylight.
Honolulu.....

THE Steamship **BELGIO** will be
despatched for SAN FRANCISCO,
via NAGASAKI, KOBÉ, INLAND SEA
and YOKOHAMA, on WEDNESDAY,
19th December, at daylight, connection
being made at Yokohama with Steamers
from Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted to
Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (for vice versa) within one year, will
be allowed a discount of 10 per cent. This
discount does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full; and same will be received at
the Company's Office until 5 p.m. the day
previous to sailing.

Consular Invoices are accompany Goods
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 7, Praya Centre.

C. L. GORHAM,
Acting Agent.

Hongkong, November 21, 1894. 1894

Mails.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, SUEZ, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship **RAVENNA**, Captain
F. COLE, carrying Her Majesty's
Mails, will be despatched from this port for
BOMBAY, on THURSDAY, the 6th
December, at Noon, taking Passengers
and Cargo for the above Ports. (This
Steamer connects at Bombay with the
ORIENTAL, which Vessel takes on her
Cargo for LONDON, via SUEZ CANAL,
leaving that port on the 29th DECEMBER,
1894.)

Silk and Viclothes, all Cargo to France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed on board.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

Hongkong, November 22, 1894. 1894

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY.

MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MUSKEL, LONDON,
HAVRE and BORDEAUX.

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY the 12th December
1894, at Noon, the Comp. S.S.
CALENTINE, Commanded by FLANDIN,
with **MAILS, PASSENGERS, SPOLIE,**
and **CARGO**, will leave this port for the
above places.

Cargo and Special will be registered for
London as well as for Marseilles, and re-
ceived in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m., Special and Parcels until 3 p.m. on
the 11th December, 1894. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired. For further particulars, apply to the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, November 28, 1894. 1927

Intimations.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW—published once in
Two Months.

OVERLAND CHINA MAIL—for every
Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding
promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,
5, Wyndham Street (behind the Club.)

JUST PUBLISHED—Price, 50 Cents.

MISSION ET RANGERS

History of the Churches of India,
Burma, Siam, China, Japan,
&c., &c., &c.

TRANSLATED BY
E. H. PARKER, Esq.,
H.B.M.'s Consular Service.

To be had of MESSRS. LANE, CRAWFORD
& Co., Messrs. KELLY & WALSH (Ld.), and
Mr. W. BROWNE; and at the China Mail
Office.

SANTAL-MIDY.

The pure Essence of Santal
obtained by Midy's process from the
best Mysore wood.

SANTAL-MIDY entirely differ-
ent from the Santal of the Indian Exports,
is superior to Copahu, Cubeb, or
injections, and free from all bad
smell or other inconveniences.

SANTAL-MIDY cures all de-
rangements of the urinary organs in either sex
in 48 hours.

SANTAL-MIDY is contained
in black letters, without
which none are genuine.

SANTAL-MIDY is sold by all
Chemists, each of which
bears the name "MIDY".

SANTAL-MIDY Beware of
imitations.
All other Capsules or mixtures
contain impurities, resin, oils,
&c., and are worse than useless.

SANTAL-MIDY is sold by all
Chemists, each of which
bears the name "MIDY".

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bears the name "MIDY".

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bears the name "MIDY".

Intimations.

THE REVENUE OF CHINA.
A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.
THIS PAMPHLET is now ready,
and may be had at the
OFFICE OF THIS PRESS.
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH's,
and Mr. W. BROWNE's.
Price, 10 CENTS.

A RAMBLE THROUGH SOUTHERN
JAPAN, by Mr. G. TAYLOR.
This article, which has been reprinted
from the *China Review*, contains one of the
best sketches of Foreman Life yet written.
A few roughly-executed Woodcuts are
included in the pamphlet.

Mayland—Price, 10 CENTS. Messrs. LANE,
CRAWFORD & Co.'s, and Messrs. KELLY &
WALSH, Limited, Hongkong; also, Mr. N.
MOORE, Agents.

PALE PROGRAMMES
FOR SALE.
IN NEW SHADEN AND PATTERNS.

CHINA MAIL OFFICE.
5, WYNDHAM STREET.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1894. 1894.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Call at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & VIETNAM (B.C.)
This Steamship—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr G. A. LEE, R.N.R., WEDNESDAY, 26th Dec./94.

EMPEROR OF CHINA, Comdr R. ARCHIBOLD, R.N.R., WEDNESDAY, 23rd Jan./95.

EMPEROR OF INDIA, Comdr O. P. MARSHALL, R.N.R., WEDNESDAY, 26th Feb./95.

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